Amendments to the Specification:

Please replace the paragraph at page 8, line 2, with the following amended paragraph:

--Fig. 1 shows a pedal 1a with a pedal bearing 10 in the chassis of the motor vehicle which communicates via a tappet 5 with a piston 4 of a master cylinder 2. The tappet 5 has a spherical head 6 on the piston side which is connected with a ball socket 8 in the piston 4 and a spherical head 7 on the pedal side which is connected with a ball socket 9 in the pedal 1a. When the pedal 1a is actuated in the clockwise direction, the piston 4 is displaced by the tappet 5 in the master cylinder 2, so that the contents of the cylinder which is filled with fluid are reduced and cause a hydraulic movement. An energy accumulator 3a comprising a heavily compressed spring generating a boosting force K for the pedal force ~~B~~ P occurring when the pedal 1a is actuated is arranged so as to be swivelable at the master cylinder 2 or at the chassis of the motor vehicle. The connection of the energy accumulator 3a with the pedal 1a is produced via a transmission lever 14. This transmission lever 14 forms a kinematic arrangement 12a with a swivel lever 13a, wherein the arrangement of the levers 13a and 14 is carried out in the following manner: The swivel lever 13a forms a first joint 15a with the chassis of the motor vehicle and a second joint 16a with the end of the energy accumulator 3a. The transmission lever 14 is mounted in a swivelable manner by one end to the joint 16a and by its other end to an arm 11 of the pedal 1a while forming a third joint 17. When the pedal is actuated in the clockwise direction, the transmission lever 14 swivels about the second joint 16a, while the third joint 17 rotates about the pedal bearing 10 and the second joint 16a rotates about the first joint 15a which is arranged at the chassis so as to be stationary. Since the kinematic arrangement 12a is

constructed as over-center kinematic arrangement, a boosting force K will act as torque on the arm 11 after the dead center point is exceeded to an increasing extent as the angle at which the transmission lever 14 is arranged relative to the swivel lever 13a becomes more acute. Once the kinematic arrangement 12a has been fixed with respect to the lever lengths, it will be seen that the position of the first joint 15a at the chassis of the motor vehicle allows great leeway for adapting the boosting force K to the requirements of the pedal path and the pedal force P.--